





## INTIMATIONS

# NEW SHIPMENT OF VICTOR-VICTROLAS AND VICTOR RECORDS

RECEIVED BY THE

S.S. "EMPRESS OF JAPAN,"

INCLUDING ALL THE LATEST SUCCESSES.

S. MOUTRIE &amp; CO., LTD.,

EXCLUSIVE AGENTS.

Hongkong, 30th May, 1916.

## HOW YOU MAY PROCURE 5% EXCHEQUER BONDS. PRICE £100, £200, £500, £1,000 AND £5,000.

You choose a Bond for the amount that suits your pocket and enquire from the Bank the cost of the draft in local currency at the day's rate of exchange. You hand to the Hongkong Bank a cheque for this amount in full, and they will apply to the BANK OF ENGLAND for your Bonds. The Bank will also provide you with a form, which you must fill up, declaring that you are neither domiciled nor ordinarily resident in the United Kingdom, in order to obtain exemption from Income-Tax.

Bonds in denominations of £5, £20 and £50 are obtainable through the Post Office in England, and the Bank will forward applications for these smaller amounts if desired. Everyone, therefore, can help, however modest his means may be.

Do not delay until the Exchange drops further,  
but buy now.

**MARTIN'S**  
**APOLASTEL**  
**PILLS**

FOR THE CURE OF  
RHEUMATISM, GOUT, GRAVEL,  
NEURALGIA, MIGRAINE, SCIATICA,  
BRUISES, SWELLINGS, AND ALL  
KINDS OF PAIN.

Each box contains 10 pills.  
Price 1/6 per box.  
Sold by all chemists and druggists.

**THERAPION**

FOR THE CURE OF  
RHEUMATISM, GOUT, GRAVEL,  
NEURALGIA, MIGRAINE, SCIATICA,  
BRUISES, SWELLINGS, AND ALL  
KINDS OF PAIN.

Each box contains 10 pills.  
Price 1/6 per box.  
Sold by all chemists and druggists.

## FORTHCOMING EVENTS.

TO-DAY

Association Day.  
Noon—Star Ferry Co., Ltd. Eighteenth  
Ordinary Annual Meeting at the Office  
of Messrs Jardine, Matheson & Co., Ltd.

Saturday, 3rd June—  
King George Birthday—Public Holiday.  
Monday, 5th June—  
5.30 p.m.—The Royal Hongkong Golf Club  
Extraordinary General Meeting at the  
Club House, Happy Valley.  
Friday, 9th June—  
Noon—A. B. Watson & Co., Ltd., Thirty-  
First Annual Ordinary General Meeting at  
the Hongkong Hotel.

ON SALE.  
**HONGKONG HANBARD REPORTS**  
of the  
**LEGISLATIVE COUNCIL**  
Session 1915.  
Revised by THE HANBARD.  
PRICE ... ..  
DAILY PRESS Office  
Hongkong, 25th February, 1916

LANE, CRAWFORD & CO.  
ANNUAL GENERAL MEETING.

At the annual general meeting of Messrs. Lane, Crawford & Co., Ltd., which was held at Shanghai, on May 25th there were present Messrs. James Ambrose, D. W. Crawford, E. H. Dunning, R. J. Bowerman, directors, and shareholders representing in all 1,584 shares.

Mr. Ambrose who was chairman, said:—Your directors have very much pleasure in presenting to you what is in their opinion a most satisfactory result of the year's working, a year full of very great difficulties due to the war in Europe, and I can assure you that what with the difficulty first of all in the purchasing of goods, and then in getting them out to England owing to want of tonnage, together with numerous other obstructions in getting them here, your directors and the staff have had no light job in keeping the business running satisfactorily during the year.

Home prices, together with freight and insurances, were largely advanced during the year, so much so that in some cases the retail prices here could not be advanced to meet the increased laid-down cost, and profits in such cases were reduced to almost a vanishing point, and so long as the war lasts you cannot see no probability of any improvement in the present condition of affairs.

With regard to the accounts now before you, working account shows a profit for the year of £67,123.03 as against £27,824.47 for the previous year.

Land and buildings stood in our books on February 28th, 1915, at £380,000.00. No alterations or additions have been made to the latter during the year, but as will be seen from the balance sheet we have written off the sum of £10,000.00 as depreciation, and this item now figures in our assets at £370,000.00.

Debentures.—In 1917 the adjoining premises were purchased, to finance which we issued debentures bearing interest at 7 per cent. per annum to the amount of £110,000. Last year those debentures were called in and repaid, and an issue of a similar amount made bearing interest at 6 per cent. per annum, all of which were readily taken up by the holders of the first issue, and by which change we have effected a saving in our expenditure of £11,000 per annum.

Furniture and fittings.—These stood in your last balance sheet at £18,038.10, and after debiting this item with certain additions during the year, and writing off the sum of £3,000 for depreciation they now stand at £15,160.17.

The stock after deducting from it the balance standing at credit of exchange fluctuation account, figures in the balance sheet at £290,619.81 as against £294,378.90 the previous year, and it has been valued on most conservative lines.

Bank overdraft is £33,240.58 as against £100,389.62, a reduction of £67,149.04 during the year, which is, we consider, very satisfactory.

Sundry debtors. After writing off what your directors consider an ample amount for bad and doubtful debts, and increasing our reserve by £5,000, these now stand at £138,408.26 as against £136,375.00 the previous year, not a very great increase when existing conditions are taken into consideration.

As will be seen from the report, the balance at credit of profit and loss account, after debiting it with the several items named, amounts to £10,279.23 which your directors propose dealing with as follows:—

To pay a dividend of 8 per cent. for the year, which will absorb £20,000 and to carry forward £90,279.23 to new account as against £86,071.72 for the previous year.

On the proposal of the Chairman seconded by Mr. Crawford, the report and accounts were accepted and passed.

A dividend of eight per cent. on the capital of the company, payable to shareholders registered on May 25th, was passed on the proposal of the Chairman, seconded by Mr. Dunning.

Mr. C. W. Crawford was re-elected a director of the company on the proposal of the Chairman, seconded by Mr. J. Trevor Smith.

Mr. Read proposed a vote of thanks to the directors, manager, and staff, in appreciation of the hard work of all during the past year in so successfully conducting the affairs of the company that they were able to declare a dividend where none was declared a year ago.

SHANGHAI KILANG RUBBER  
ESTATE LTD.

## STATUTORY MEETING.

A statutory meeting of the shareholders in the Shanghai Kilang Rubber Estate, Ltd., was held at Shanghai, on May 25th at the offices of Messrs. Hugo Reiss & Co.

Mr. Hugo Reiss, who presided explained that this Statutory meeting has been called to comply with the requirements of section 66 of the Hongkong Companies Ordinance of 1911. Continuing, he said:—According to the resolutions passed by the shareholders of the old Company the holder of one share of S. S. in the old Company was to receive in the new Company three shares of one shilling each without payment, and the right to subscribe at par for three new shares for every two old shares. As there were 70,000 shares in the old Company this would mean that 210,000 of the new shares would be allotted without payment and 105,000 against payment at par. Under the underwriting agreement with Mr. Kadoorie 1,387 shares not offered to, and therefore not subscribed by, enemy subjects should have been allotted to him against cash, but as your directors had notice that some of the old shareholders were transferring some of the old shares to Chinese, we took legal advice and as a result have submitted the question of a licence to the consideration of H.B.M.'s Minister at Peking; until we receive an answer to that application the shares in question must remain unissued.

Referring to the statement of the assets and liabilities of the Company, the chairman explained the £118,562.50, which appears on the asset side as "F. W. Barker & Co., deposit account" and

(Continued on next column.)

SOY CHEE COTTON SPINNING  
CO., LD.EXTRAORDINARY GENERAL  
MEETING.

An extraordinary general meeting of the shareholders in the Soy Chee Cotton Spinning Co., Ltd., was held on May 26th at the offices of the general managers, Messrs. H. E. Arnold, when Mr. H. E. Arnold presided. There were also present shareholders representing 13,310 shares.

The meeting was convened in order to confirm the agreement by which Messrs. H. E. Arnold were appointed general managers of this Company.

The Chairman, in the course of his address, said:—As explained to you at the special meeting held on May 5th, the late general managers sent in their resignation last year, when provision had to be made by the Board for the continuation of the business of the Company. Article 78 of the Articles of Association calls for the management of the company by means of general managers, and the board consequently, on the resignation of the late general managers, was confronted with the position of having to find other general managers to continue the business of the company. The company's legal advisers, on being consulted, advised that since the articles called for the management of the company by means of general managers, the directors were acting within their power in appointing general managers and having in view the terms of Article 77, and the exceptional circumstances which had occasioned the resignation of the late general managers would be justified in making no alterations in arrangements which had been accepted for many years. The agreement which was thereupon drawn up with my firm, appointing them general managers, has now to be confirmed.

A certain number of shareholders have in the meantime expressed their disapproval of the terms of remuneration received by the general managers, but these are the same as have been paid by the Company for the past nearly twenty years; consequently the directors saw no reason why a new agreement should not be made on these terms. The general managers have, however, expressed their willingness to amend the terms of remuneration, and (provided that satisfactory arrangements are made), entirely to waive the selling commission to which they are entitled under the agreement. Negotiations are now pending, but as in the meantime the general managers are not charging any selling commission, the directors have considered it advisable, in view of the criticism which has taken place at the last meeting, to have the general managers' agreement confirmed without any further delay, and later on, when the terms of remuneration have been considered more fully, to draw up a short agreement embodying the amended terms of remuneration.

The following resolution, proposed by Mr. Richardson and seconded by Mr. G. D. Coult, was then passed:—

"That the Agreement with Messrs. H. E. Arnold, dated August 4th, 1915, and the Supplemental Agreement endorsed thereon, dated May 18th, 1916, for their employment as General Managers be and the same are hereby confirmed."

At the conclusion of the meeting, the chairman announced that Mr. Hummel had been invited to join the board, having regard to the question of further investigations. They had had very great pleasure in inviting him, where he would be able to make any further investigation, which he thought, in the interests of the shareholders, he should make.

On the side of liabilities as debenture redemption fund. This amount, he said, represents the S. S. £150,000 committed to the redemption of the debentures, which was one of the objects in winding up the old Company.

The money was legally tendered to the holder of the debentures in Penang, but he refused to accept it, for reasons which I need not dwell upon now. This necessitates proceedings by the Company to enforce its right to redeem the debentures.

An action has been commenced, but the hearing has been delayed owing to the defendants refusing to admit that all the formalities were observed at the meeting resolving on the liquidation of the Company; someone here must give evidence at Penang as to those meetings and as I am leaving for the South towards the end of June I shall be able to give that evidence.

It was decided, on the proposal of the Chairman, seconded by Mr. Benjamin, to pass the statutory report as presented.

ANNUAL GENERAL MEETING.  
The annual general meeting immediately followed.

The Chairman said:—Gentlemen, as it is necessary to hold an ordinary general meeting of the shareholders during this year, we take this opportunity of doing so and of giving you such information as may be of interest to you.

The estate is in excellent order and the reports on all matters of the estate are very satisfactory.

The £100,000 for the first two months of the Company's working, namely, during January and February, averaged 8.83d. per lb. and we have every confidence that this figure will be maintained throughout the year.

The estimated output for the financial year, which ends on December 31st, 1916 is 132,000 lb., so that if the price of rubber continues on the present level you may look forward to a satisfactory year.

In this connection I would like to state that, apart from the forward contract of one and a half tons per month of smoked sheet made by the old Company to October next, your directors sold forward another one and a half tons per month to December at 8/11 per lb. f.o.b. the average price of these two sales works out at 2/7.21 f.o.b. which is approximately 2/6.75 per lb. net.

There being no resolutions proposed, the meeting closed.

NOTORIOUS GERMAN  
ARRESTED.ECHO OF THE RUE CHAPSAI  
MURDER, SHANGHAI.

A few days ago, says the N.C. Daily News of May 25th the French authorities took into custody a notorious German character named Carl E. Stark, who was found at No. 14 Rue Chapsai, the house in which Chen Chi-mei was recently assassinated. He was charged with violating domicile rights and with carrying arms, a pistol being found on his person, and was handed over to the German Consulate, through the American authorities. It has been reported that the Germans had had the man confined on the str. *Meidok*, and also that he was in the American gaol, as German prisoners are sometimes sent there, the German Consulate having no strong room of its own. Neither report is correct as apparently the Germans released the man as he has since been seen at liberty and in his old haunts.

Stark came to the Rue Chapsai house having in his possession a much-sealed paper, said to be signed by a high authority in Peking, empowering him to arrest revolutionists. It is supposed that he went to the house actually to get information concerning the revolutionists, but, so the story goes, he made some remarks to the effect that he might be induced, for a pecuniary consideration, to forget that he was a Government detective. This, of course, aroused the suspicions of the people of the house, who sent for the French police.

A PLEASANT RECORD.  
Stark is a well known character in Shanghai. Some years ago he was prominently mixed up in a notorious criminal scandal in the French Concession, for which he would have been tried by the German Court had it not been that witnesses disappeared. Not long ago he kept a low bar in North Szechuen Road, and not so many years ago he was trafficking in arms in the north while posing as an American citizen. That was in Tientsin, which city he had to leave for Peking where he again opened a bar, claiming to be an American. He seems to change his nationality at will. Apparently it is no new thing for him to be connected with the Chinese detective department, at the same time being employed as a secret agent for the Germans from whose Consulate in Shanghai he is said to be drawing \$500 a month, for the *Journal de Peking* so far back as last November said of him:—

"A well-known and active agent of the German Government, Mr. Stark, arrived at Peking on May 15th from Shanghai, had an interview with Mr. Hellwig, a German secret service agent, who lives at the Wagons Lits Hotel, and afterward with Mr. Yang Cheng, ex-Commissioner of the Foreign Affairs office at Shanghai. He then left on his return to Shanghai, with a high Chinese official whose name is not given."

## A CHAIN LETTER.

## AND WHAT COMES OF IT.

While one hesitates even to appear to throw cold water on any patriotic design, says the N.C. Daily News, it is impossible to think that the authors of the following "chain letter" which has lately appeared in China are aware of what they are doing. This is the letter:—This chain is for the purpose of raising money for the relief of suffering among the British and Colonial soldiers and sailors incident to the European War. Out of the proceeds it is proposed to provide for the up-keep of ten beds in the Red Cross Hospital at Netley, England, at an approximate cost of £5,000, the residue to be turned over to the Prince of Wales' Red Cross Fund, through the medium of the Overseas Club of London.

Please make three copies of this note and send them to your friends, numbering each the number higher than the one used on this note, for all the letters.

Please send this note and ten pence to G. S. Greaves, Corresponding Secretary of the Overseas Club, care of British Consul, Portland, Oregon.

"This chain will end with No. 100. Those receiving that number should not make copies, but only send the note and ten pence."

Please do not break this chain, as over \$5,000 would be lost to a worthy and patriotic cause.

References.—The British Consulate, Portland, Oregon; The Canadian Bank of Commerce, Portland, Oregon.

The absurdity of such a chain letter, and of the ingenious appeal made to break the continuity of it, is shown by the following figures, which have been handed to us by a reader who has worked out the amount that would have been collected by the 33rd link in the chain only, excluding all the collections from the 1st to the 32nd. The 33rd chain letter is being circulated in Shanghai now.

Taking the Mexican dollar as a basis, the result of the 33rd collection will be sufficient to make 127,000 belts of dollars round the earth, placed in piles they will make 92 pillars connecting the earth with the moon. The Chinese are good at counting dollars—a shroff counting three per second would count his last dollar 150,000 years hence. Based on the tonnage clearance from all ports in the world, it would take all the ships in the world over 500 years to transport them.

In actual figures this is the result of the 33rd link in gold dollars.

185,297,715,082.084.  
Mexican dollars would, of course be at least double that amount. The amount sent by ten cent pieces would obviously be less, but still a fairly respectable sum.

Taking the most reliable estimate of the world's population, the total result of the collection made up to the 33rd series of letters would mean a bank balance of over 224,000 for every man, woman and child living.

FAIR EASTERN MEN AND  
THE WAR.

## AN EXPERT WITH THE RIFLE GREENADE.

Corporal P. O. Pickburn, 8th Yorks, formerly 2nd engineer of the Chinese revenue cruiser *Liku* writes from France on April 22nd that he has been again wounded.

"I was the 'expert' of our battalion with the rifle grenade," he writes. "The last month only 60 yards from the German trenches, I put over 1,000 over, and had the satisfaction of knowing that at least on two occasions I wiped out a wire party and a working party. I was always called the 'murderer' by the officers and men since then. The Germans have killed a terrible lot of our men with the same weapon. I did nothing else the last month; they cost 19s. each, so it is rather a costly game. I just got to love it; it is real stinking."

## ALL SORTS AND CONDITIONS.

Lieut. S. Henman, of the British Tobacco Co., writing under date March 3rd last to a friend in Shanghai, says:—"It is extraordinary what diverse trades and callings are gathered together in the New Army. In my battery we have six first-league professional footballers. Our Sergeant-Major was chief chemist at Wilkinson, Heywood & Clarke's; one sergeant was an engineer in the employ of the Spanish Government; another, head chauffeur to Tate, the sugar man; another was a Scotch international footballer."

I have three motor mechanics, an electrical engineer, a cabinet maker, a cotton engineer, a schoolmaster, a draughtsman, a proof reader, a schoolboy (official age 19, actual age not a day more than 16, baby-faced, blue-eyed boy, with the heart of a lion), and so on. They are as keen as mustard, and we get on well together."

The Derby recruits are coming in now. Although, in some cases, they may not look over-enthusiastic, they are undoubtedly mostly of the right type."

## HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

## NOTICE.

- (a) The monthly return of strength is required on 1st June.
- (b) Pay lists for May should reach the Orderly Room by the 7th June. Rate of Dollar 2/2½.

## PROMOTIONS.

- No. 1451 Pte. A. J. Ribeiro and No. 1476 Pte. B. S. Sena to be Lance-Corps with effect from this date.

## JOINED.

- Pte. E. Manning having joined is allotted Corps No. 8007 and posted to Right Section M.G. Co.

## LEAVE.

- No. 1827 2nd Cpl. I. Day is granted leave of absence from 1st June to 1st September.

## 1000R GUS PRACTICE.

- Sunday 4th June.—The Artillery Battery, 2 N.C.Os. and 12 men Right Section M.G. Co., and 10 men of the Signalling Section will parade on the Cricket Ground at 8.45 a.m. and leave Blake Pier by launch at 9 a.m.

Dress, etc.—Drill order, khaki (no sidearm), haversack and waterbottle (filled), Sandwiches will be provided.

## PARADES.

- Parades for to-day.

5.15 p.m.—Recruits of all units (except Right Section M.G. Co.): Squad drill at Headquarters under Sergt.-Major Higby.

5.30 p.m.—Mounted Section on Polo Ground under Staff Sergt. Talbot.

6 p.m.—Signalling Section "A" Class Command Signalling practice at Headquarters. All members must attend.

## DETAILS.

- On duty to-night—No. 2 Section Arty. Batty.

Next for duty H.K.V.B. Orderly Officer to June 1st—Lieut. Murphy.

A. F. CHURCHILL, Capt., Adjutant H.K.V.C.

## HONGKONG POLICE RESERVE.

EQUIPMENT AND EMERGENCY BOARD 5.15 P.M.

Monday, June 5th.—No. 11 Section.

Tuesday, June 6th.—No. 12 Section.

Wednesday, June 7th.—No. 13 Section.

Thursday, June 8th.—No. 14 Section.

Friday, June 9th.—No. 8 Section.

## ROUTE MARCH.

All ranks and units will parade at the Queen's Statue, Chater Road, on Friday, June 2nd, at 5.30 p.m. sharp. Helmets will be worn.

Thursday, June 1st, at 6 p.m. at Club Lusitano.

## ABSENTEES FROM DUTY.

All absentees from duty, as warned in orders and by their Company Commanders, will attend at Central Station in uniform, whether wet or fine, at 5.30 p.m. on Thursday, June 1st. Medical certificates will not excuse absence from attending, unless the absentee is confined to the house.

## TRANSFER.

P.C. 845—Ormsiston, Water Police, is transferred to No. 2 Section.

POLICE RESERVE SPORTS NIGHT.

The challenge made by J. Evans has been accepted by P.C. Stimson, Hongkong Police, who will box the challenger on his own terms.

Prizes have been offered by Dr. Forsyth, Dr. Harton, Messrs. Ruttonjee & Son, and the European Revenue Officers.

Challenges and challenge acceptances should be sent to Staff Inspector Wildin, Hongkong Police (R), Imports and Exports Office.

F. C. JENKIN, D.S.P. (R).



24 PAGES! 24 PAGES!! 24 PAGES!!!



## NEW ADVERTISEMENTS

## NOTICE OF REMOVAL

WE HAVE This Day REMOVED our Office to the Second Floor of No. 7, QUEEN'S ROAD CENTRAL (formerly the Deutsch-Asiatische Bank Buildings).  
THE HONGKONG MERCANTILE Co., Ltd.  
Hongkong, 1st June, 1916. [764]

## NOTICE

THE Connection of Mr. D. K. SETHNA with our Firm having CEASED, the Power given to him to sign our Firm is hereby revoked.  
CAWASJEE PALLANJEE & Co.  
Hongkong, 1st June, 1916. [765]

## NOTICE

MR. H. S. ABDEALI having retired from our Firm, his interest therein ceases as from the 31st May, 1916. The Firm will be carried on by Mrs. Z. ABDULKUM and Mr. T. A. TYEBKHAN, the remaining Partners.  
H. HIPTOOLA & Co.  
Milliners and Drapers,  
15 and 16, D'Agular Street.  
Hongkong, 1st June, 1916. [766]

## NOTICE

REUTER, BROCKELMANN & Co.  
(IN LIQUIDATION).

CREDITORS are required to send in their Claims against the above to the Under-secured, St. George's Building, Chater Road, on or before FRIDAY, the 30th June, 1916.  
SHEWAN, TOMES & Co., Liquidators.  
Hongkong, 1st June, 1916. [767]

## NOTICE

WM. MEYERINK & Co.,  
H. TIMCKE.

ALL CREDITORS are requested to send in their Claims to the Under-secured on or before 30th June, 1916.  
ALEX. ROSS & Co., Liquidators.  
Hongkong, 31st May, 1916. [768]

## ANNOUNCEMENT

WE HAVE admitted as a Partner, ERNEST ALFRED MOUNTFORD WILLIAMS, Incorporated Accountant and Chartered Secretary, into the Business carried on by us at Hongkong, Shanghai, Singapore and London, under the style of LOWE, BINGHAM & MATTHEWS, under which name we shall continue to practice as Public Accountants and Auditors.  
A. R. LOWE,  
J. E. BINGHAM,  
F. N. MATTHEWS.  
Hongkong, 1st June, 1916. [769]

## VACUUM OIL COMPANY

I HAVE This Day handed over the Hongkong Office to Mr. J. H. CONGDON, Jr., who will Assume Charge as General Manager of the Company, I having This Day Resigned my position as General Manager of the Company's Business in Hongkong and adjoining Territories.  
W. A. DOWLEY.  
Hongkong, 1st June, 1916. [770]

## VACUUM OIL COMPANY

MR. W. A. DOWLEY, having Resigned his position as General Manager of this Company's Business in Hongkong and adjoining Territories, no longer holds the Company's Power of Attorney.  
I have To-day Assumed Charge of this Company's Business in Hongkong and adjoining Territories.  
J. H. CONGDON, General Manager.  
Hongkong, 1st June, 1916. [771]

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on FRIDAY, the 9th day of June, 1916, at Noon, for the purpose of receiving the Report of the General Manager together with a Statement of Accounts to the 31st December, 1915.

The REGISTER OF SHARES of the Company will be CLOSED on TUESDAY, the 6th June, to SATURDAY, 10th June, 1916, both days inclusive, during which period no Transfer of Shares can be registered.  
JOHN D. HUMPHREYS & SON, General Managers.  
Hongkong, 31st May, 1916. [763]

## WANTED

WELL-Established Import and Export Firm requires for July 1st, 1916, the Services of an English-Speaking COMPRADORE with Staff. \$50,000 Security. Must be active, well-connected, able and willing to push the business.  
Address with particulars to—  
"COMPRADORE,"  
Care of "Daily Press" Office.  
Hongkong, 3rd May, 1916. [747]

## WANTED

BRITISHER Seeks Employment, temporary or otherwise. Many years' experience in the East. Excellent references and testimonials. No objection to outposts.  
Apply—  
"X. Y. Z.,"  
Care of "Daily Press" Office.  
Hongkong, 3rd May, 1916. [748]

## WANTED

FOR Singapore, CHINESE CLERK with a good knowledge of Chinese Characters; thorough knowledge of English essential; would be required mainly for translation work.  
Apply—  
"A. B. C.,"  
Care of "Daily Press" Office.  
Hongkong, 3rd May, 1916. [749]

## PUBLIC COMPANY

THE "STAR" FERRY COMPANY LTD.  
NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JAMES, MANNING & Co., Ltd., TO-DAY (THURSDAY), the 1st of June, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1916.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 27th May, to THURSDAY, the 1st June, 1916, inclusive.  
By Order of the Board of Directors,  
PHILIP R. WOLFF,  
Acting Secretary.  
Hongkong, 30th May, 1916. [723]

## HOUSES TO LET

TO LET.  
GLENSHIEL, 141, PRINCE, Parly Furnished, suitable for a Mess.  
For all details apply to—  
GLENSHIEL,  
Care of "Daily Press" Office.  
[749]

TO LET.  
FOUR ROOMS and Servants' Quarters at 17, THE PRINCE, Immediate possession.  
Apply on the premises or write to—  
"G."  
Care of "Daily Press" Office.  
[740]

TO LET—FURNISHED.  
NO. 5, THE PEAK, SIX ROOMS and Tennis Court. Within 10 minutes of Tram.  
Apply—  
H. A. LAMBERT.  
[729]

TO LET.  
OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).  
Apply to—  
WILKINSON & GRIST.  
691

TO LET.  
OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.  
Apply to—  
CHINA FIRE INSURANCE Co., Ltd.  
[623]

TO LET.  
OFFICES in Prince's Building.  
Apply to—  
SHEWAN, TOMES & Co., Liquidators,  
REUTER, BROCKELMANN & Co.  
[673]

TO LET.  
RAVENSHILL EAST, Park Road, containing 8 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.  
Apply to—  
DEACON, LOCKER, DEACON & JOHNSON.  
[60]

TO LET.  
A SMALL GODOWN in PRINCE'S BUILDING.  
For particulars, etc., apply—  
THE HONGKONG CENTRAL ESTATE LTD.  
[665]

TO LET.  
From 1st May.  
OFFICES, 2nd Floor, St. George's Building.  
Apply to—  
SHEWAN, TOMES & Co.  
[618]

TO LET.  
NO. 4, DES VUEX ROAD CENTRAL.  
First Floor.  
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## INTIMATION

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## OF

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## The Daily Press

## HONGKONG, 1st June, 1916

## THE WORK OF FRANCE

## The Colony is being honoured by the

## visit of His Excellency M. RORME, the

## Governor-General of Indo-China. In

## addition to the personal gratification of

## meeting such a distinguished Colonial

## administrator, it is peculiarly pleasing

## to be reminded of the close bonds which

## now encircle the friendship of the French

## and British nations. For weeks the

## whole civilised world has watched with

## anxiety, and yet with confidence, the

## magnificent display of our gallant Allies

## at Verdun. "She is a wall of brass;

## German, you shall not pass, you shall

## not, shall not pass!" writes Mr. RORME

## Beside in his stirring poem on this

## historic battle. France has, indeed, been

## wonderful at Verdun. For hundreds of

## years the British have appreciated and

## admired the dash of national character

## which were supposed to reveal

## themselves only during the attack. The

## unfortunate events of 1870 have evidently

## been taken too much at the German

## to greater heights of valour and self-

## sacrifice than at Verdun. The name will

## make this year of 1916 famous in history.

## It represents something so entirely new

## in military experience that it will go

## down for centuries as a word to be spoken

## with something approaching awe. We,

## who know so well that the future of this

## Colony, the future of our British Empire,

## the future of mankind depends upon the

## ultimate issue of this war, feel profoundly

## grateful to the nation which has pre-

## sented the "wall of brass" to the

## torrent of German steel at Verdun. We

## take this opportunity of telling our

## French visitors that wherever the Union

## Jack flies to-day there goes out a homage

## to the glorious dead in France and a

## prayer for the living.

## It is difficult to take our thoughts from

## the battlefield in Europe, but we must

## look beyond the carnage and the blood-

## shed to that new world, the freedom of

## which is costing so many tears and so

## much pain. We are as confident as our

## French friends of the ultimate issue. A

## few years ago Lord ROSEBURY warned

## us at a great Press dinner in London

## that Europe was "rattling back into

## barbarism." We may be sure that even

## Lord ROSEBURY failed to appreciate the

## details of the barbarism that was to come.

## In his most gloomy moments he could

## never have pictured such crimes as those

## associated with the names of Nurse

## CARELL and the Lusitania. This generation

## has experienced a bitter lesson indeed.

## It will, we are convinced, build

## on solid foundations, a new Europe in

## which the horrors of to-day will be made

## impossible. Unless we despair utterly of

## the future of the human race, we must

## believe that these things can never hap-

## pen again. We must lift our eyes beyond

## Europe. The world is daily becoming

## more interconnected. Even the politics

## of China affect the money markets and

## the trade of other parts of the earth.

## SUPREME COURT INTERPRE-

## TER RETIRES

## PRESENTED WITH VALUABLE

## GIFTS

## Mr. Wong Kwong Tin, Second Inter-

## preter to the Courts of Justice, who has

## resigned his position after 18 years

## service to take up an important commer-

## cial position, was yesterday presented

## with several costly and beautiful gifts,

## subscribed for by members of the Sup-

## reme Court staff, civil servants, and other

## friends, to show in tangible form their

## respect and esteem. The gifts consisted

## of a silver tea service, silver tea tray,

## silver sweet basket, pair of silver sweet

## dishes, and an illuminated address, with

## the names of subscribers, on a handsome

## silk scroll beautifully painted and em-

## broided. There were also gold pendants

## for Mrs. and Miss Wong.

## The CHIEF INTERPRETER (Mr. N. G.

## Nolan) expressed the pleasure it gave

## him to make the presentation on behalf

## of the recipient's numerous friends as a

## token of the high esteem and great

## respect they had for him. He would

## have much preferred, however, to endea-

## vour to induce him to remain in the

## service rather than hand him these pre-

## sents, which were, after all, mere trifles

## when compared with the great value of

## Mr. Wong's services, which they were

## about to lose. During his (Mr. Nolan's)

## 23 years' experience in the service he had

## never seen a more industrious and pains-

## taking worker. His rapid promotion to

## the post of Second Interpreter to the

## Courts of Justice—one of the highest

## positions open to Chinese in the service

## —and his subsequent appointment for 18

## months as Chief Interpreter, went to

## show how the Government appreciated

## and rewarded him for his honesty and

## integrity. Mr. Wong had also gained a

## vast experience in clerical work, includ-

## ing the keeping of the accounts of the

## Department, and this experience would be

## of great use to him as Secretary of the

## Company which he would be joining

## to-day. During his 18 years' service he

## had not only mastered all the various

## Cantonese dialects, but had also passed

## and obtained certificates in Hoklo and

## Hakka, and had taken up Fukien,

## Mandarin, and Chinese, in which he

## was thoroughly efficient, and would have

## obtained certificates for them had he

## chosen to go up for examination. These

## three additional dialects would prove to

## be of great value to him in his future

## career.

## "It is not generally known," continued

## Mr. Nolan, "that your feelings of

## loyalty as a British subject roused you to

## form a Chinese Volunteer Corps, to

## assist in the protection of this Colony

## against our enemy at the outbreak of

## war. Your suggestion was submitted by

## you, with the signatures of other loyal

## Chinese to the Government, who, in

## reply, suggested the formation of a

## Chinese Police Reserve instead. On re-

## ceipt of this proposal from the Govern-

## ment you immediately set to work, and

## with the assistance of a number of other

## gentlemen, were successful in forming the

## excellent Chinese sections of the Special

## Police Reserve, which the popular and

## energetic D.S.P. (Mr. F. C. Jenkin) has

## brought to such a high standard of

## efficiency. Besides being the promoter of

## the Chinese Police Reserve, you have also,

## with aid of your colleagues, approached

## certain Chinese gentlemen in Hongkong,

## who, as a result of your persuasive power,

## supplied complete outfits of uniform to

## the different sections when they were first

## organised, thereby saving considerable

## expense to the Government. Your rapid

## promotion likewise in the Police Reserve

## from constable to the enviable rank of

## Inspector shows your ambition and deter-

## mination to advance in life. In conclu-

## sion, I trust that the ever-growing

## inclination of those outside the service to

## capture all our good men will somewhat

## abate after your departure, as the service

## can ill afford to lose such excellent men

## as Mr. Wong Kwong Tin (the former

## Translator), Mr. Wong Kin Wo (clerk

## and interpreter to the Registrar), and

## your good self, all of whom, after serving

## for six, ten, and 18 years respectively,

## have resigned within the past six months

## —a most unusual thing to occur in any

## one department in the service in such a

## short time. In asking you to accept

## these gifts, Mr. Wong, we wish you and

## your family every success and prosperity

## in the future." (Applause.)

## Mr. Wong Kwong Tin, in reply, said:

## —I am at a loss to find words



# THE WAR.

## TERRIFIC ASSAULT AT VERDUN.

### GREEKS AND BULGAR INVASION.

### AUSTRIANS' GREAT SACRIFICES.

### ITALIAN SUBMARINE'S FEAT.

### NOTABLE SUCCESSES IN AFRICA.

#### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### THE VERDUN STRUGGLE.

#### TERRIFIC NEW GERMAN ASSAULT.

PARIS, May 30th.  
5.40 p.m.

A terrific new German assault at Verdun marked the 101st day of the battle. To-day's *communiqué* says:—The bombardment redoubled in violence west of the Meuse, and was especially severe at dusk between Deadman and Cumieres. Then the enemy delivered a very strong attack on all the positions in this sector, a fresh Division newly-arrived, being engaged. All the assaults against the eastern slopes of Deadman, where our positions were established, were defeated by our fire.

Further eastward, in the region of Caurettes Wood, after fruitless attempts by the Germans, who suffered heavy losses, we were obliged to withdraw our advanced elements to south of the Bethincourt-Cumieres Road. The enemy, however, despite repeated efforts, was unable to dislodge us from the southern outskirts of Cumieres.

The bombardment continued intensely at night time. The only incident east of the Meuse was heavy artillery fighting westward of Fort de Douaumont.

#### NO FURTHER INFANTRY ACTION.

PARIS, May 31st.  
12.55 a.m.

The evening *communiqué* says:—There was a most violent bombardment in the Mort Homme-Cumieres region, and moderate artillery activity on the right of the Meuse and in Woivre. There was nothing elsewhere.

#### A QUIETER DAY ON BRITISH FRONT.

LONDON, May 31st.

General Sir Douglas Haig, in a *communiqué*, says:—Enemy air-craft yesterday were more active than usual. One of our machines was shot down in a combat in the air, and fell in our lines. The hostile machine was forced down out of control into the enemy's lines.

We exploded a mine in the night south-east of Cuinchy. Two German mines exploded at Souchez and Neuville, failed to appreciably damage our trenches.

To-day was quieter than usual. There was no infantry action and little artillery activity.

#### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

#### A MAGNIFICENT FEAT.

#### SUBMARINE ENTERS TRIESTE & SINKS LARGE TRANSPORT.

Rome, May 30th.

An Italian submarine has performed the magnificent feat of entering Trieste and sinking a large transport.

#### BRITISH STEAMER'S TORPEDOED.

LONDON, May 30th.

The British steamer *Trinity* was torpedoed in the Mediterranean. The crew were landed at Algiers.

The British steamer *Southgate* has also been sunk. Twenty-two were saved.

#### ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### INCREDIBLE AUSTRIAN SACRIFICES.

#### SECOND PHASE OF OFFENSIVE.

LONDON, May 30th.

Messages from Rome state that the Austrian offensive everywhere has been arrested, except on the centre of the Asiago sector, where the Austrians have for six days incessantly attacked with extreme violence on a front of ten kilometres with no fewer than forty battalions, with incredible sacrifices.

The opinion is generally expressed that the first phase of the Trentino battle is now over and that the second phase is beginning. The Italians are evidently strengthened all along the line.

#### RENEWAL OF AUSTRIAN EFFORTS.

#### ITALIANS MAINTAIN UPPER HAND.

Rome, May 30th.

A *communiqué* says:—The situation is generally unchanged along the whole front, except in the Posina zone, in Upper Astico, where we had yesterday a foretaste of a renewal of the enemy offensive. Southward of Posina the enemy after intense artillery preparation, attacked in the direction of Spigol Campitello and Monte Prati. After a desperate struggle we retained our positions.

On the northern slope of Monte San Michele we exploded a powerful mine, wrecking a long stretch of the enemy's trenches.

#### THE BALKANS.

[THROUGH REUTER'S AGENCY.]

#### ENEMY'S NEW MOVE IN MACEDONIA.

#### WILL BULGARIANS OVERLOOK VERDUN LESSON?

LONDON, May 30th.

A correspondent, writing to the London Press from Salonika, points out the serious difficulties attending any German-Bulgarian advance from Demirhisar. He says there are only two roads available:—The first, through Seres; and the second down the Struma Valley to the Gulf of Orphano, thence following the coast road, which is alone possible for wheel traffic.

The roads on which guns could be brought up capable of damaging the Allied entrenchments are exposed to the fire of the Allies' heavy artillery, while the roads affording cover to the enemy are impassable for everything but mountain batteries.

The Bulgarians may conceivably make a frontal attack by pushing forward a strong force of infantry, but they could only do so by overlooking the lessons of Verdun and the formidable resistance of modern entrenchments.

#### GREEKS ABOUSED BY BULGAR INVASION.

#### REPORTED SERIOUS TROUBLE IN ATHENS.

LONDON, May 30th.

The censorship is very strict at Athens, where serious disturbances are said to have occurred. The little news that is allowed to pass indicates the strength of feeling aroused by the Bulgarian invasion. Macedonian Deputies are firing that Parliament should meet this week to discuss the matter.

[THROUGH REUTER'S AGENCY.]

#### BULGARIANS CONCENTRATING FRENCH LINES BOMBARDED.

Salonika, May 30th.

Important Bulgarian forces are reported to be concentrating at Nevrokop, as well as at Xanthi. The enemy are bombarding the French advanced lines on the Vardar and also at Kilindir.

#### TRANSFER OF SERBIAN ARMY COMPLETED.

Paris, May 31st.

The French Admiralty announces that the transfer of the Serbian Army from Corfu to Salonika has now been completed.

#### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### BRISKER FIGHTING.

#### ON GREATER PART OF FRONT.

Petrograd, May 31st.

A *communiqué* says that minor fighting has been on a rather brisker scale along the greater part of the front.

There is no change in the Caucasus.

#### GENERAL.

[THROUGH REUTER'S AGENCY.]

#### EAST AFRICAN CAMPAIGN. BRITISH OCCUPY NEU LANGENBERG.

LONDON, May 30th.

It is officially announced that Brigadier-General Northey compelled the enemy to evacuate Neu Langenberg, and afterwards occupied the place, capturing large quantities of ammunition, food, and stores of all kinds.

The enemy garrison at Namena, 23 miles north-east of Abercorn, is invested.

#### DEFEAT OF A SULTAN'S BEST TROOPS.

#### COMMANDERS DEAD OR SURRENDERED.

LONDON, May 30th.

The War Office announces that the completeness of the defeat of the Sultan of Darfur is confirmed. It appears that all the Sultan's best troops and Commanders were present. Most of the latter are dead or have surrendered. The disarmament of the tribesmen is proceeding satisfactorily. Much war material has been collected.

A British aeroplane, on the day after the battle, attacked the fleeing enemy, who numbered only 300, and had to face one and a half days' waterless march to the nearest village.

#### SULTAN OF DARFUR'S FLIGHT.

LONDON, May 30th.

The Sultan of Darfur is among the force of 300 which is fleeing from the British troops in Darfur.

#### THE ADVANCE ON BAGDAD. GENERAL TOWNSEND'S OPPOSITION.

LONDON, May 30th.

The representations of General Townsend regarding the risk of an advance on Bagdad with inadequate forces, given in the correspondence between Mr. Chamberlain, the Viceroy, the India Office and General Nixon, have been officially published and are presumably available in India.

#### MEDICAL MISMANAGEMENT.

#### THE MESOPOTAMIA SCANDAL.

LONDON, May 30th.

In the House of Commons Mr. A. Chamberlain said he was unable to give a date for the submission of the Report of the Commission of Enquiry into the break down of the medical arrangements in Mesopotamia. He was entirely opposed to the suggestion of an interim Report.

#### FLYING OFFICERS' PAY.

LONDON, May 30th.

In the House of Commons Sir E. Collins raised the question of the rates of pay of the officers of the Flying Corps on the North-West Frontier.

Mr. Chamberlain said the rates were settled by the Raj, after communication with the War Office, on a scale considerably in excess of the British rates.

[THROUGH REUTER'S AGENCY.]

#### THE IRISH NEGOTIATIONS. PROGRESSING WITH UNEXPECTED SPEED.

LONDON, May 31st.

It is understood that the Irish negotiations are progressing with unexpected speed. There were conferences between the Nationalist and Ulster leaders yesterday, and the feeling in the evening was most hopeful.

Mr. Lloyd George will probably make a statement in the nature of an interim Report to-morrow.

The *Times* says that hope, almost amounting to confidence, has risen to a surprising degree during the past few hours. Both sides are manifesting a hearty good will and a sincere desire for a settlement.

A group of federal Home Rulers, including Scottish and Welsh Members of the House of Commons, in anticipation of a settlement, conferred in the House of Commons yesterday.

#### A PRECAUTIONARY MEASURE.

LONDON, May 31st.

In the House of Commons Mr. Asquith said that martial law was being continued in Ireland as a precautionary measure. He hoped its disappearance would be speedy and complete. It would only be used in cases of urgent necessity.

#### ANOTHER LIFE SENTENCE.

LONDON, May 31st.

John McNeill, President of the Irish volunteers, has been sentenced to imprisonment for life.

#### FEELING THE PINCH.

#### GERMANS' RATIONS FURTHER REDUCED.

LONDON, May 30th.

The new Food Dictator in Germany is already cutting down the scanty allowances enjoyed by the population.

The meat ration in Berlin is now fixed at half a pound weekly, and it is ominously added that it will be subject to weekly revision.

It is announced that the Food Committee will presently consider the question of communal feeding of the whole population.

German hopes are now fixed on the coming harvest, which the Government glowingly describes, but great thunderstorms in Saxony and elsewhere have seriously damaged the young crops, while many potato fields have been swept away.

#### A LONG CONFERENCE.

AMSTERDAM, May 30th.

The Imperial Chancellor (Dr. Bethmann-Hollweg) had a long conference with the King of Bavaria at Munich.

#### MR. RUNCIMAN ILL.

LONDON, May 31st.

The President of the Board of Trade (Mr. W. Runciman) has been ordered a complete rest owing to overwork. It is feared that he will be absent from his duties for six weeks, and will be unable to attend the Economic Conference at Paris, which is fixed for the 14th June.

Mr. L. Harcourt is temporarily in charge of the Board of Trade.

#### THE KING AT SOUTHAMPTON.

LONDON, May 30th.

His Majesty the King visited Southampton Docks and inspected the arrangements made for the embarkation and entraining of troops.

His Majesty boarded the hospital ship *Astoria* and chatted with the wounded.

#### Kaiser RETURNS TO FRONT.

AMSTERDAM, May 30th.

The Kaiser has returned to the front.

#### COTTON WORKERS' DISPUTE.

LONDON, May 30th.

The Lancashire Carders and Weavers have now also refused the employers' offer.

#### RUSSIANS CALL UP 1917 CLASS.

LONDON, May 30th.

A telegram from Petrograd announces that the 1917 class of recruits are reporting to the colours.

#### RAILWAY MAGNATE'S DEATH.

LONDON, May 31st.

The death is announced of Mr. James J. Hill, the American railway magnate.

[THROUGH REUTER'S AGENCY.]

#### BRITISH POST-WAR TRADE POLICY.

#### INDIA AND PREFERENTIAL TRADING.

LONDON, May 30th.

In the House of Commons Mr. Norton-Griffiths asked whether the Imperial Government intended to take any action before the termination of the war with a view to the adoption of a preferential trading policy with India in favour of the United Kingdom, the Dominions, and our Allies.

Mr. Asquith—All aspects of our trade policy after the war are being investigated by the Government and will be discussed at the Economic Conference. I cannot anticipate the results of these discussions and investigations by making a statement on one aspect thereof.

Colonel Yate—Will India be represented at the Conference?

Mr. Asquith—No.

#### BRITISH WAR HONOURS.

LONDON, May 30th.

The *Gazette* announces that the Distinguished Service Order has been conferred on Captain J. R. Wynter (52nd Sikhs); while Military Crosses have been awarded to Captain F. H. James (104th Wellesley's), Captain H. F. Marsh (2nd Gurkhas), Lieut. H. Finnis (53rd Sikhs), and Second Lieut. P. F. Bayly and H. G. Inglis (Indian Army Reserve).

#### RESULT OF NEW DERBY.

LONDON, May 30th.

The result of the New Derby, which was run at Newmarket as a substitute for the Epsom Derby, was as follows:

Fifinella ..... 1  
Kwansau ..... 2  
Nassovian ..... 3  
Betting—11 to 2 against Fifinella, 3 to 1 against Kwansau, 11 to 2 against Nassovian. Ten ran. Won by a neck, a head separating second and third.

#### LANDSLIDES IN PANAMA CANAL.

LONDON, May 31st.

Further landslides are reported at the Culebra Cut in the Panama Canal. A slight delay of deep draught steamers is expected.

#### RICHA COOLIE'S STRANGE DEATH.

#### STRUCK BY EUROPEAN IN MOMENT OF ANGER.

At an enquiry at Shanghai into the death of Tsang Tsung wei, a richa coolie, who died on May 23, some time after being struck, it is alleged, by Mr. A. U. Belyea of the Chinese Vehicle Co. Dr. Davis, assistant medical officer to the S. M. C. said death was due to internal haemorrhage due to rupture of the spleen, which witness was of the opinion must have been caused by violence.

Det. Insp. Reeves said that on May 23, he was in the charge room of the Hongkew Police station where Mr. Belyea came to make a report about one of his richa coolies, who he thought was dying. He said that while in Mohawk Road, he saw the coolie drawing his richa full of cabbages. Mr. Belyea took the man's licence away and said he would be fined \$1 before he got his licence back. At 10.30 a.m. the coolie appeared at the office with a dollar and wanted his licence back. Mr. Belyea said he told him to go away. "I went on with my work," he continued, "and as he was kicking up a noise I got hold of his head, pulled his head down, and I gave him a slap with my open hand." Mr. Belyea said he also gave the coolie a kick with the side of his boot.

Later it was reported to him that the coolie, who had been causing the trouble was dying, and finding this was the case, Mr. Belyea said he had come to report the matter to the Police.

A richa coolie having given evidence as to the alleged assault, the Court returned a verdict to the effect "that the deceased was struck by Mr. Belyea, a British subject, who in a moment of anger hit the deceased with his clenched fist two or three times on the left side of his body, whereby the deceased received a mortal injury, a rupture of the spleen, whereby he died."

#### LOCAL CHINESE WEDDING.

WEI-QUINN.

The wedding was solemnized at St. John's Cathedral yesterday afternoon of Annie, daughter of Mrs. Thomas Ng Quinn, of Arbuthnot Road, Hongkong, to Mr. Wei Wing Lock, son of the Hon. Mr. Wei Yik, C.M.G.

The bride, who was given away by Mr. Morrison Brown Young, was tastefully attired in a gown of ivory crepe de chine, flounced with French lace, and with an exquisite trimming of fur, true lovers' knots and pearls. She also wore a veil of silk embroidered tulle sprayed with orange blossoms. Miss Ng Quinn, sister to the bride, was Matron of Honour, and the bridesmaids were the Misses Rose Lee, Dolly Choe, Florence Rosser and Effie Ng Quinn (niece of the bride), who wore dresses of white nixon, strawberry nixon and crepe silk. The "best man" was Mr. Yung Hin Lun. The service was conducted by the Rev. C. B. Shann.

At the conclusion of the ceremony, which was fully choral, a reception was held at 43, Robinson Road, the home of the bridegroom's father.

The bride's going-away dress was of salmon pink satin crepe, with an overskirt of cream coloured lace, trimmed with violets, and she wore a hat of satin and tulle with osprey feathers to match.

There was a numerous collection of presents. The father of the bridegroom presented the bride and bridegroom with a chest of silver cutlery, a gold wrist watch, a diamond pin, a pair of pearl ornaments, a pair of gold bracelets, and a travelling outfit. The presents from the mother of the bride consisted of diamond studs, diamond bracelets, pendant and earrings, a set of pearls and a cheque. Presents were also sent by Sir James Lockhart (cheque); Sir Robert Ho Tung (silver bowl); Professor and Mrs. Middleton Smith (Japanese tea set); Professor and Mrs. A. G. Warren (hand lace tea cloth); Dr. and Mrs. Forsyth (pair of silver frames); Professor and Mrs. Matthew-maff (ink stand); Professor and Mrs. Surman (table cover); Rev. C. B. Shann (Japanese curios); Mr. and Mrs. E. Rosser (silver salt and pepper stand); Mr. Haywood (hat box); Mrs. Barker (coffee set); Miss Hall (silver tooth pick stand); Mr. and Mrs. Austin (pair of Japanese oil paintings); Mr. and Mrs. C. Anderson (set of silver salt cellars and spoons); Mr. W. Williams (pair of silver candle sticks); Mr. G. K. Hall Brutton (clock); Rev. and Mrs. Hewitt (Shakespeare's poems); Professor Danonborg (dozen silver tea spoons); Mr. and Mrs. C. Mackenzie (half dozen silver tea spoons); Miss A. Pitts (Bible); Miss Stewart Lockhart (sets of buttons and brooches); Professor and Mrs. Hinton (Thermos flask); Mr. and Mrs. G. E. Marley (butter dish); Directors of Sincere Co. (silver vases); University students (silver tea set and two silver trays); Directors of Tung Wah Hospital (silk); Dr. Allan (gold and pearl pen-ants); Mr. and Mrs. Gittins (toast rack). Mr. and Mrs. Wei Wing Lock will shortly go to America.

#### THE GERMAN BRUTE.

Six French non-commissioned officers and soldiers have managed to send a letter describing life in a German fortress, writes the Paris correspondent of the *Daily Telegraph*. They were sentenced on March 8th, 1915, to eleven months' imprisonment in a fortress for attempting to escape, but were relieved after nine months. During those months they were treated worse than convicts.

They were absolutely at the mercy of the warders, commanded by a furious captain. No complaints were ever allowed. One of the signatories was struck with a sword for having asked for more food. A Russian, now doing ten years, asked to be allowed walking exercise. For this he was beaten by four Germans with steel towels so violently that he was disabled for a week. A French civilian of weak mind, now doing thirteen years for having used the Marechal's name in the same fortress, and was kept under a shower-bath of almost boiling water, apparently for the amusement of some German non-commissioned officers.

The writers of the letter were completely isolated from the rest of the world, and allowed only three-quarters of an hour per day for exercise between high walls. The slightest sound was punished by from three to thirteen days' confinement in a dark cell in iron, with 500 grammes of black bread as the day's ration. The ordinary rations consisted only of chow, in the morning, water with vegetables at noon, and the same in the evening, and 400 grammes of bread per day. Every complaint made to the doctor was met with this reply: "You are here to suffer, not to be cured for."



10111, Cures  
10112, and nervous diseases in adults  
10113, and children.  
10114, IN CAPSULES, IN WINE, AND IN STEEP

|                        |                      |
|------------------------|----------------------|
| Mr & Mrs F. R. J.      | Mr N. Lieder         |
| Assault and child      | Lt. Co & Mrs Nichols |
| Mrs Bowdler            | son, name &          |
| Mr A. C. meron         | children             |
| Mr F. W. Cory          | Mr & Mrs Menzies     |
| Mr & Mrs C. D.         | Mr & Mrs Neil Mac    |
| Cassili                | sons                 |
| Mr & Mrs W. A. J.      | Mr V. L. Perkins     |
| Cooper                 | Mr & Mrs W. Moine    |
| Col. R. E. Darling     | and child            |
| Mr V. D. Denton        | Mr & Mrs W. J.       |
| Mr & Mrs E. E.         | Roberts and ch       |
| Dingle                 | Mr C. Skott          |
| Mrs Denman Fuller      | Mr & Mrs Grant Sm    |
| Mr & Mrs B. A. Hale    | Mr & Mrs A. Fied     |
| Mr F. A. Hamland       | Smith                |
| Mr Lee Jones           | Mr & Mrs Vivian      |
| * Mrs J. A. Martin and | Finley Smith         |
| children               | Maj. General Vent    |

As soon as they stopped the Tom began to unload packing cases from cars. We were nearly mad at the time, as these, as we knew they contained, were like the following: corn, fowl, and tinned milk disappeared in a twinkling. Then came the magic. We had soon devoured our rations. We were then asked to get in the cars, and taken a long jolt in a military car, where the Tom turned out to cheer our arrival."

He added: "Some of us went knee and thanked the Almighty for safe deliverance, and then we sang the Welsh hymn, 'O fyrrynau Caeoedd'—the drive to Sollum was made in a blizzard, and some of the cars turned back. The Tommies there could not have been enough for us—they simply over-

But see what this led to. Constant doctrine was good for a N. If you were to give the world measure of your worth, if your was to have free play the lums ages must be cleared out of your Parliament was a nuisance and cracy an encumbrance—useful for ful times, agreeable to manipulate you had time; but a quite in handicap for Napoleon when he making a new heaven and a new earth.

From this 'impotence' came those labour troubles which have so disastrous an incident of 1897. You never understood trade union and never liked it. You are not an agricultural agitator—I use there the highest language to your industrial organisation has never within the range of your sympathy this time you felt that it was for your purpose which, with easy sedition, became to you the purpose of war, and of liberty.

divine has been spending the war with you at Walton Heath? I shall be wrong in assuming throughout the life of this Government you have been in close intimacy with some of its chief assailants? This is not a question of private affairs. It is a question of the terms upon which a Government can exist. It is a question of the future of this country, the cause of the people and the fate of the war. The Government cannot afford a crisis every afternoon. It cannot permit its integrity to be the subject of profound and intricate questions. The events of the war turn from profound gratuitous questions of Prime Minister who throughout the war has borne unexampled attack and complacencies has carried his burden of a proud aloofness from the dust of the political battle and with his eye and the eye of the nation steadily on the great task before

force, cures *Yersinia*, *Dysentery*, and *nerve diseases* in adults and children.

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It increases vital energy and nerve force, cures *neurasthenia*, *dyspepsia*, *insomnia*, and *nervous diseases* in adults and children.

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## SHIPPING

**ARRIVALS.**  
 AMAKUSA MARU, Japanese str., 1,370, T. Konishi, 31st May—Swatow 30th May, General—Order.  
 HAICHING, British str., 1,207, W. C. Passmore, 30th May—Saigon 29th May, Rice—Order.  
 HIRAKAWA, British str., 2,092, V. Van Egdon, 31st May—Singapore 29th May, General—Order.  
 TONGWAI, Chinese str., 746, H. Ross, 31st May—Shanghai 29th May, General—Order.  
 YME MARU, Japanese str., 1,983, Watanabe, 30th May—Mitsui Kaisha, 30th May—Mitsui Kaisha.  
 YUNGSU, Chinese str., 999, J. Jones, 31st May—Saigon 29th May, Rice—Order.

## CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.  
 May 31st.  
 KOBURA MARU, Jap. str., for Lima Island.  
 KWANGSUNG, British str., for Wuhu.  
 UEDA, British str., for Shanghai.

## DEPARTURES.

May 31st.  
 BIRMINGHAM, British str., for London.  
 CARMARTHENSURE, British str., for Shanghai.  
 CHINGCHOW, Brit. str., for Port Parveval.  
 EMPRESS OF JAPAN, British str., for Shanghai.  
 HANOI, French str., for Haiphong.  
 HANGCHOW, British str., for Saigon.  
 HONGKONG, Chinese str., for Poochow.  
 LOWTHER CASTLE, British str., for Vladivostok.  
 NINGCHOW, British str., for Manila.  
 NYANZA, British str., for Shanghai.  
 SHANGHAI, Jap. str., for Shanghai.  
 SHANGHAI, Chinese str., for Tientsin.  
 TONGKONG, Chinese str., for Saigon.  
 TONGKONG, Chinese str., for Saigon.

## PASSENGERS.

Per Amakusa Maru, from Swatow, for Hongkong, Mr. and Mrs. Clair.  
 Per Shingyo Maru, for San Francisco, etc., Mr. J. M. Alves, Mrs. Adams, Miss N. J. Armstrong, Miss B. Adams, Mrs. M. Bacon and servant, Mr. F. S. Borden, Miss B. Bates, Mr. C. C. Boyd, Mr. R. J. Coombes, Mrs. E. Cushing, Mrs. Glancy and 4 children, Mr. A. M. de Carvalho, Mr. and Mrs. A. G. Copping and 2 children, Mr. Conover, Mr. G. W. Chandler, Mr. and Mrs. K. D. and servant, Mr. R. E. Egan, Mr. and Mrs. K. K. Edwards, child, infant and servant, Miss J. C. Early, Mr. S. Fuchsman, Miss M. Foster, Mr. T. S. Foster, Miss T. Gray, Mr. A. C. Grille, Mr. A. Gruber, Mr. and Mrs. W. L. Graves, Mrs. C. Humphreys, Mr. and Mrs. T. Hayashi, 2 children and 2 servants, Mr. M. A. Hamburger, Mr. E. Herbert, Mr. M. Lord, Mr. E. Lueda Lopez, Dr. and Mrs. Langhain, Mr. A. O. Lustre, Capt. Davila, Mr. A. H. Luning and servant, Mr. G. M. Macdonald, Mrs. T. P. Merchant, Mrs. E. L. P. Macker, Miss J. Masschout, Mr. and Mrs. A. P. de Marolles, Miss J. M. Marshall, Mr. and Mrs. S. M. A. Men, C. Mendell, Mrs. J. C. de Obaldia, child, infant and nurse, Mr. J. Phifer, Mr. A. D. Peoples, Mr. and Mrs. E. Rouque and 2 servants, Sir William and Lady de la Roche, Mrs. Van der Star, Miss H. Sloon, Mrs. E. S. Schoemaker, Mr. Taylor, Mr. and Mrs. P. A. Vianesi, 2 children and maid (Miss Zylee), Mr. and Mrs. W. D. Winterson, Mrs. Williams, Mr. O. J. Kraemer, Mr. A. F. Guellot, Mr. E. Smith, Mr. A. Bowman, Mr. E. F. Sanchez, Mr. J. Kott, Mr. E. A. Martin, Mr. A. S. Martin, Miss S. M. A. Men, Mrs. B. M. Corveth, Mr. J. Forsyth, Mr. T. Luanabold, and Mr. B. M. Angeles.

## SHIPPING IN PORT

## STEAMERS.

ANNU, British str., 1,354, Eedy, 22nd May—Shanghai 21st May, General—Butterfield & Swire.  
 BANAN MARU, Japanese str., 2,860, Matsui, 29th May—Balki Papan 22nd May, General—Doddwell & Co.  
 BENTEN MARU, Japanese str., 2,615, A. Hori, 26th May—Singapore 18th May, General—Nippon Yusen Kaisha.  
 BUZEN MARU, Japanese str., 1,821, Matsui, 29th May—Wakamatsu 25th May, Coal—Mitsui Bussan Kaisha.  
 CHENOTU, British str., 1,335, F. Speed, 19th May—Bangkok 11th May, Rice and Teak—Butterfield & Swire.  
 CHINGCHOW, British str., 1,193, Jas. Doyle, 15th May—Port Parveval 12th May, Lime Stone—Shewan, Tomes & Co.  
 CHIVANG, Chinese str., 1,127, W. S. Ross, 15th May—Shanghai 11th May, General—Order.  
 CHOKUO MARU, Japanese str., 1,373, Sani, 25th May—Karatsu 20th May, Coal—Mitsui Bussan Kaisha.  
 FATSUNG, British str., 1,410, H. S. Malkin, 29th May—Saigon 26th May, Rice—Jardine, Matheson & Co.  
 FLORIDIAN, American str., 6,820, G. F. Nicholas, 30th May—San Francisco 20th April, General—Order.  
 FOOTER, Chinese str., 895, H. Miyake, 20th May—Bangkok 21st May, General—Order.  
 FOOSHING, British str., 1,423, J. M. Hay, 29th May—Calcutta 20th May, General—Jardine, Matheson & Co.  
 GEWENI, British str., 1,387, Jones, 17th May—Wakamatsu 11th May, Coal—Order.  
 HAIYANG, British str., 1,370, A. E. Hodgins, 22nd May—Saigon 18th May, Rice—Order.  
 KACHIN MARU, Japanese str., 1,983, O. Muranaka, 16th May—Mitsui 10th May—Mitsui Bussan Kaisha.  
 KAIPIKO, British str., 1,605, R. Macfarland, 24th May—Chingwan 16th May, Coal—Doddwell & Co.  
 KANCHOW, British str., 1,222, Lewis, 29th May—Bangkok 22nd May, Rice—Butterfield & Swire.  
 KANGYING, Chinese str., 1,712, J. E. Howie, 29th May—Hong Kong 25th May, Coal—Order.  
 LAIBANG, British str., 2,324, F. Mooney, 10th May—Calcutta 22nd April, General—Jardine, Matheson & Co.  
 LOONGHANG, British str., 1,033, Knight, 29th May—Manila 27th May, General—Jardine, Matheson & Co.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1". nearest Hongkong "2", midway between Hongkong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

## SECTIONS.

| 1. From Green Island to the Harbour Master's Office. | 2. From Harbour Master's Office to Blake Pier. | 3. From Blake Pier to Naval Yard. | 4. From Naval Yard to East Point. |
|------------------------------------------------------|------------------------------------------------|-----------------------------------|-----------------------------------|
| DESTINATION                                          | VESSEL'S NAME                                  | FLAG & REG.                       | DEPART                            |
| LONDON & BOMBAY VIA USUAL PORTS OF CALL.             | NOVARA                                         | Brit. str.                        | 1 m.                              |
| LONDON                                               | CITY OF LONDON                                 | Brit. str.                        | 1 m.                              |
| LONDON VIA SINGAPORE, MALACCA, PENANG, &c.           | KANO MARU                                      | Jap. str.                         | 1 m.                              |
| LONDON & BOMBAY VIA USUAL PORTS OF CALL.             | NAGAYA                                         | Brit. str.                        | 1 m.                              |
| DELAGOA BAY, DURBAN, EAST LONDON, &c.                | ANDER LERON                                    | Brit. str.                        | 1 m.                              |
| MAURITIUS & SOUTH AFRICAN PORTS                      | SUPA                                           | Brit. str.                        | 1 m.                              |
| VI TORIA, B.C. & S.W. AFRICA VIA KENILU, &c.         | SHIBUKI                                        | Brit. str.                        | 1 m.                              |
| VICTORIA & TACOMA VIA MANILA, &c.                    | YOKOHAMA MARU                                  | Jap. str.                         | 1 m.                              |
| YOKOHAMA & OCEAN PORTS VIA JAPAN                     | TAKOMA MARU                                    | Jap. str.                         | 1 m.                              |
| SAN FRANCISCO                                        | KIYO MARU                                      | Jap. str.                         | 1 m.                              |
| SAN FRANCISCO VIA MANILA, JAPAN, &c.                 | FLORIDIAN                                      | Am. str.                          | 1 m.                              |
| SAN PABLO SICO VIA NAGASAKI, &c.                     | DAIKEN MARU                                    | Jap. str.                         | 1 m.                              |
| SAN FRANCISCO VIA S'HAL, NAGASAKI & HONOLULU         | TYSONDAI                                       | Dut. str.                         | 1 m.                              |
| AN                                                   | CHINA                                          | Am. str.                          | 1 m.                              |
| VANCOUVER B.C. VIA USUAL PORTS OF CALL               | TUNTO MARU                                     | Jap. str.                         | 1 m.                              |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.                   | SHIRADA                                        | Brit. str.                        | 1 m.                              |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.                   | EMPEROR OF RUSSIA                              | Brit. str.                        | 1 m.                              |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.                   | EMPEROR OF JAPAN                               | Brit. str.                        | 1 m.                              |
| AUSTRALIAN PORTS VIA TIMOR                           | ST. ALBANS                                     | Brit. str.                        | 1 m.                              |
| AUSTRALIAN PORTS VIA MANILA                          | TANGO MARU                                     | Jap. str.                         | 1 m.                              |
| AUSTRALIAN PORTS VIA MANILA                          | CHANGSHA                                       | Jap. str.                         | 1 m.                              |
| NAGASAKI, MOBI & YOKOHAMA                            | KIYO MARU                                      | Jap. str.                         | 1 m.                              |
| KOBE & MOJI                                          | KATHLEEN                                       | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KUTANG                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NYANZA                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KASHIMA MARU                                   | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | MAKELANG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SHANTUNG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHUYANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHENAN                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NOBATA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | BOMBAY MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | WOSANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NAMANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | COLOMBIA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | TYSONDAI                                       | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KANOW                                          | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAITAN                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAHONG                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | AMAKUSA MARU                                   | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SOSU MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LOONGHANG                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHINBA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YUNNANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NYANZA MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LYTO MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YOKOHAMA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | MAKELANG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SHANTUNG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHUYANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHENAN                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NOBATA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | BOMBAY MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | WOSANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NAMANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | COLOMBIA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | TYSONDAI                                       | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KANOW                                          | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAITAN                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAHONG                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | AMAKUSA MARU                                   | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SOSU MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LOONGHANG                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHINBA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YUNNANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NYANZA MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LYTO MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YOKOHAMA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | MAKELANG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SHANTUNG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHUYANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHENAN                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NOBATA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | BOMBAY MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | WOSANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NAMANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | COLOMBIA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | TYSONDAI                                       | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KANOW                                          | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAITAN                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAHONG                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | AMAKUSA MARU                                   | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SOSU MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LOONGHANG                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHINBA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YUNNANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NYANZA MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LYTO MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YOKOHAMA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | MAKELANG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SHANTUNG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHUYANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHENAN                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NOBATA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | BOMBAY MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | WOSANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NAMANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | COLOMBIA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | TYSONDAI                                       | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KANOW                                          | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAITAN                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAHONG                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | AMAKUSA MARU                                   | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SOSU MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LOONGHANG                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHINBA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YUNNANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NYANZA MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LYTO MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YOKOHAMA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | MAKELANG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SHANTUNG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHUYANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHENAN                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NOBATA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | BOMBAY MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | WOSANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NAMANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | COLOMBIA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | TYSONDAI                                       | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KANOW                                          | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAITAN                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAHONG                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | AMAKUSA MARU                                   | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SOSU MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LOONGHANG                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHINBA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YUNNANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NYANZA MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LYTO MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YOKOHAMA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | MAKELANG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SHANTUNG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHUYANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHENAN                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NOBATA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | BOMBAY MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | WOSANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NAMANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | COLOMBIA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | TYSONDAI                                       | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KANOW                                          | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAITAN                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAHONG                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | AMAKUSA MARU                                   | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SOSU MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LOONGHANG                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHINBA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YUNNANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NYANZA MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LYTO MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YOKOHAMA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | MAKELANG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SHANTUNG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHUYANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHENAN                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NOBATA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | BOMBAY MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | WOSANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NAMANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | COLOMBIA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | TYSONDAI                                       | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KANOW                                          | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAITAN                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAHONG                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | AMAKUSA MARU                                   | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SOSU MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LOONGHANG                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHINBA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YUNNANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NYANZA MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | LYTO MARU                                      | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | YOKOHAMA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | MAKELANG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | SHANTUNG                                       | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHUYANG                                        | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | CHENAN                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NOBATA                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | BOMBAY MARU                                    | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | WOSANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | NAMANG                                         | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | COLOMBIA MARU                                  | Jap. str.                         | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | TYSONDAI                                       | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | KANOW                                          | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAITAN                                         | Brit. str.                        | 1 m.                              |
| SHANGHAI, MOBI, KOBE & YOKOHAMA                      | HAHONG                                         | Brit. str.                        | 1 m.                              |



## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG 2nd June. PROPOSED SAILING Connecting with "SURAT" FROM COLOMBO 17th June.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING From Hongkong S.S. "JESERIC" About 15th June. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS TO UNITED KINGDOM AND CONTINENT.

For LONDON ... Steamers ... Sails ... On 6th June. LONDON & SWANSEA ... "CITY OF LINCOLN" ... On 22nd July.

Steamers proceed via Suez Canal (Cape of Good Hope at Owners' option) Subject to change without notice.

For rates of freight and further information apply to

OR TO RING & CO., CANTON. THE BANK LINE, LTD., HONGKONG 11th April, 1916. GENERAL AGENTS 10a

## C. N. C. CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL  
WUHU ... "KWANGSE" ... On 1st June, Noon.  
SHANGHAI ... "YINGHONG" ... On 1st June, 4 P.M.  
SWATOW & BANGKOK ... "KANGHONG" ... On 1st June, Noon.  
HAIPHONG ... "KAIKONG" ... On 2nd June, Noon.  
SHANGHAI ... "SHANTUNG" ... On 4th June, Noon.  
SHANGHAI ... "CHENAN" ... On 8th June, 4 P.M.  
MANILA, CEBU and ILOILO ... "CHINHUA" ... On 6th June, 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANTU"  
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAM." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAM."  
SHANGHAI LINE—PASSENGERS, MAILS and CARGO, S.S. "ANHU," "CHENAN," "LUCHOW," "TINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
For Freight or Passage apply to— BUTTERFIELD & SWIRE, HONGKONG, 1st June, 1916. TELEPHONE 36. AGENTS.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD

## WESTWARD

S.S. "SANGOLA," 5,184 tons, Capt. H. J. Baker, will be despatched for SINGAPORE & PENANG on 2nd June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to DAVID SASSOON & CO., LTD., HONGKONG, 29th May, 1916. AGENTS 27

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent outside.

## SWATOW, AMOY AND FOOCHOW AND RETURN.

STEAMSHIP CAPTAIN LEAVING  
"HAIKUN" ... Capt. J. S. Thomson ... FRIDAY, 2nd June, at 5 P.M.  
"HAIHONG" ... Capt. J. W. Evans ... TUESDAY, 6th June, at 2 P.M.

\* Calling at Amoy Passengers only.

Arrivals and Departures from the Company's Wharf (near Bako Pier). For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 30th May, 1916.

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON, STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

| Steamers to | Leave Hongkong Noon Friday | Connecting Mail Str. from Colombo | Due at Marseilles 1916 | Due at London 1916 |
|-------------|----------------------------|-----------------------------------|------------------------|--------------------|
| NOVARA      | June 2                     | MORFA                             | July 3                 | July 10            |
| NAGOYA      | June 16                    | KHYBER                            | July 17                | July 24            |
| NANZA       | June 30                    | Through to m.s.                   | Aug. 6                 | Aug. 13            |
| NELLORE     | July 14                    | Through Steamer                   | Aug. 18                | Aug. 25            |
| NANKIN      | July 28                    | Through Steamer                   | Sep. 1                 | Sep. 8             |
| SOMALI      | Aug. 11                    | KAISAR-I-HIND                     | Sep. 11                | Sep. 18            |
| NORRE       | Aug. 25                    | MOULTAN                           | Sep. 25                | Oct. 2             |
| MALTA       | Sept. 8                    | KASHGAR                           | Oct. 9                 | Oct. 16            |

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved for Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

## SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| S.S.    | LEAVE HONGKONG ABOUT |
|---------|----------------------|
| NYANZA  | THURSDAY, 1st June.  |
| NAGOYA  | TUESDAY, 6th June.   |
| NELLORE | SATURDAY, 17th June. |
| NANKIN  | SATURDAY, 1st July.  |

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company. † Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

## MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave Hongkong about | Leave S'pore about | Due at Marseilles calling about | Due at London about |
|----------|----------------------|--------------------|---------------------------------|---------------------|
| NOVARA   | Aug. 16              | Aug. 21            | Sept. 20                        | Sept. 26            |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Passage Tickets interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passage Fares, Freights, Handbooks, etc., apply to E. V. D. PARK, Acting Superintendent.

## NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

## PROJECTED SAILINGS FROM HONGKONG—

## SUBJECT TO ALTERATION.

| DESTINATION                                                                                    | STEAMERS                           | TONS   | SAILING DATES                 |
|------------------------------------------------------------------------------------------------|------------------------------------|--------|-------------------------------|
| LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE                | \$ KAMO MARU<br>Capt. Shimizu      | 14,000 | THURSDAY, 8th June, at Noon.  |
|                                                                                                | \$ KATORI MARU<br>Capt. Kato       | 11,000 | THURSDAY, 22nd June, at Noon. |
| VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA | \$ YOKOHAMA MARU<br>Capt. Shimizu  | 12,300 | WEDDAY, 7th June, at 4 P.M.   |
|                                                                                                | \$ SADO MARU<br>Capt. Asakawa      | 12,500 | TUESDAY, 27th June, at 4 P.M. |
| SYDNEY and MELBOURNE VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNSVILLE and BRISBANE             | \$ TANGO MARU<br>Capt. Boyce       | 12,500 | TUESDAY, 13th June, at 4 P.M. |
|                                                                                                | \$ NIKKO MARU<br>Capt. Takada      | 9,000  | FRIDAY, 14th July, at 4 P.M.  |
| CALCUTTA VIA SINGAPORE, PENANG and BANGKOK                                                     | \$ TENSIN MARU<br>Capt. Kawai      | 8,000  | FRIDAY, 2nd June, at Noon.    |
| BOMBAY VIA SINGAPORE, MALACCA and COLOMBO                                                      | \$ YETOROFU MARU<br>Capt. K. Ogata | 8,000  | FRIDAY, 9th June, at Noon.    |
| SHANGHAI and KOBE                                                                              | \$ COLOMBO MARU<br>Capt. Nomura    | 5,000  | THURSDAY, 15th June, at Noon. |
| SHANGHAI, MOJI and KOBE                                                                        | \$ BOMBAY MARU<br>Capt. Kobayashi  | 5,000  | THURSDAY, 8th June, at Noon.  |
| NAGASAKI, KOBE and YOKOHAMA                                                                    | \$ NIKKO MARU<br>Capt. Tanaka      | 8,000  | MONDAY, 12th June, at 10 A.M. |
| SHANGHAI, KOBE and YOKOHAMA                                                                    | \$ KASHIMA MARU<br>Capt. Takada    | 10,000 | FRIDAY, 2nd June, at 10 A.M.  |

## SOME PRINCIPAL FARES.

|                                                                     |                                                    |
|---------------------------------------------------------------------|----------------------------------------------------|
| To London 1st Single Yen 850.<br>" Return " 975.                    | To London 1st Single Yen 430.<br>" Return " 600.   |
| To London via New York 1st Single Yen 287.20.<br>" Return " 366.10. | To Yokohama 1st Single Yen 230.<br>" Return " 245. |
| To Yokohama 1st Single Yen 240.<br>" Return " 255.                  | To Yokohama 1st Single Yen 241.<br>" Return " 256. |
| To Yokohama 1st Single Yen 241.<br>" Return " 256.                  | To Yokohama 1st Single Yen 241.<br>" Return " 256. |

ROUND-THE-WORLD, Tour No. 1-£1128. Tour No. 2-£1117.

For Further Information as to Freight Sailing, etc., apply to— T. KUSUMOTO, MANAGER. Telephone Nos. 292 and 194.

## TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

| Steamer       | Tons and Speed    | Leave Hongkong             |
|---------------|-------------------|----------------------------|
| * DAIREN MARU | 9,000 — 12 knots  | SATUR., 2nd June Noon.     |
| * JINYO MARU  | 8,000 — 12 knots  | MON., 26th June Noon.      |
| * PERSIA MARU | 9,000 — 14 knots  | TUES., 4th July 10.30 A.M. |
| * KWANTO MARU | 5,000 — 12 knots  | SATUR., 8th July Noon.     |
| * KIYO MARU   | 17,500 — 14 knots | TUES., 11th July Noon.     |
| * TENYO MARU  | 22,000 — 21 knots | TUES., 18th July Noon.     |
| * NIPPON MARU | 11,000 — 15 knots | TUES., 1st Aug. 10.30 A.M. |

† Via MANILA, Omittting Shanghai. ‡ Proceeding to South American Ports. \* Cargo only.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.  
" " " NEW YORK £60. " " " £96.10.  
" " " SAN FRANCISCO £45. " " " £68.  
Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.  
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.  
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.  
THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.  
Steamer KIYO MARU ... 17,200 — 14 knots ... TUESDAY, 11th July.  
For Full Particulars as to Passage and Freight, apply to— K. DOI, ACTING AGENT, King's Building. 213

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.  
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD  
For SHANGHAI, KOBE and YOKOHAMA ... MAGELLAN ... On 2nd June, at 5 P.M.  
HOMeward  
Marseilles via SAIGON ... ANDRE LEBON ... On or about 17th June.  
(Without Transshipment)  
Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.  
1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.  
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.  
For further particulars apply to P. THOMAS, AGENT, QUEEN'S BUILDING. TELEPHONE 740.

## O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

## AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.  
† "TACOMA MARU" ... T. Hamada ... MONDAY, 12th June at 3 P.M.  
\* "MANILA MARU" ... ... THURSDAY, 2nd June, at 3 P.M.  
† Omittting Shanghai and Nagasaki. \* Omittting Manila and Nagasaki.

## BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.  
"LUZON MARU" ... WEDDAY, 7th June, at Noon.

## JAVA-LINE.

FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA and MACASSAR.  
"NIITAKE MARU" ... TUESDAY, 27th June, at Noon.

## FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.  
† "AMAKUSA MARU" ... SUNDAY, 4th June, at Noon.  
\$ "BOSSHU MARU" ... WEDDAY, 7th June, at 9 A.M.  
† Proceeding to Keelung via Swatow and Amoy.  
† Proceeding to Anping and Takao.  
These Formosan Liners will arrive at and depart from the Soon Yip Wharf, near the Harbour Office.  
For FURTHER INFORMATION, apply to—

H. YAMAUCHI, MANAGER, No. 1, Queen's Building. Tel. Nos. 744 and 745.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

## SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

| STEAMERS   | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ST. ALBANS | 10th June                      | On 3rd June, 11 A.M.         |
| EMPIRE     | 12th June                      | On 1st July, 11 A.M.         |
| MARTIN     | 3rd July                       | On 27th July, 11 A.M.        |

All Steamers fitted with wireless telegraphy. The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are Equipped throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to GIBB, LIVINGSTON & CO., AGENTS.



## POST OFFICE NOTICE.

## INWARD MAILS.

| FROM                                | PER      | DATE     |
|-------------------------------------|----------|----------|
| Europe (London 3rd May via Siberia) | Novara   | 1st June |
| Europe (French Mail)                | Magellan | 2nd June |
| SHANGHAI                            | Chienan  | 2nd June |
| EUROPE (English Mail)               | Nagoya   | 5th June |
| ...                                 | ...      | ...      |

## OUTWARD MAILS.

| FOR                                                                                                   | PER          | DATE                      |
|-------------------------------------------------------------------------------------------------------|--------------|---------------------------|
| SHANGHAI, NORTH CHINA AND JAPAN via MOUT (EUROPE via SIBERIA) (Shanghai Brit. P.O. Monday, 5th June)  | Nagoya       | Thursday, 1st, 9.00 A.M.  |
| Wahoo                                                                                                 | ...          | ...                       |
| Shanghai and North China (EUROPE via SIBERIA) (Shanghai Brit. P.O. Monday, 5th June)                  | Kanchow      | Thursday, 1st, 11.00 A.M. |
| Swatow and Amoy                                                                                       | ...          | ...                       |
| Swatow, Amoy and Fuzhou                                                                               | ...          | ...                       |
| SHANGHAI, NORTH CHINA AND JAPAN via KOREA (EUROPE via SIBERIA) (Shanghai Brit. P.O. Monday, 5th June) | Kashima Maru | Thursday, 1st, 5.00 P.M.  |
| ...                                                                                                   | ...          | ...                       |
| Haliphong                                                                                             | ...          | ...                       |
| SWATOW, BURMAH, CEYLON, ADELPHIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE                   | Novara       | Friday, 2nd, 10.15 A.M.   |
| Swatow, Amoy and Fuzhou                                                                               | ...          | ...                       |
| SHANGHAI, NORTH CHINA AND JAPAN via KOREA (EUROPE via SIBERIA) (Shanghai Brit. P.O. Monday, 5th June) | Magellan     | Friday, 2nd, 2.00 P.M.    |
| ...                                                                                                   | ...          | ...                       |
| Timor, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island            | St. Albans   | Friday, 2nd, 5.00 P.M.    |
| Japan via MOUT                                                                                        | ...          | ...                       |
| Shanghai and North China                                                                              | ...          | ...                       |
| Philippine Islands                                                                                    | ...          | ...                       |
| Swatow, Amoy and Fuzhou via Koolung                                                                   | ...          | ...                       |
| Swatow, Amoy and Fuzhou                                                                               | ...          | ...                       |
| Batavia, Samarang, Soerabaya and Port Moresby via Batavia                                             | ...          | ...                       |
| Philippine Islands                                                                                    | ...          | ...                       |
| SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA) (Shanghai Brit. P.O. Saturday, 10th June)               | Chienan      | Saturday, 3rd, 2.15 P.M.  |
| Swatow, Amoy, Fuzhou via Takao and Amoy                                                               | ...          | ...                       |
| Formosa via Koolung, Soerabaya, North China and Japan via MOUT, Victoria, B.C. and Seattle            | ...          | ...                       |
| Swatow, Amoy, Fuzhou via Koolung                                                                      | ...          | ...                       |
| Philippine Islands, Australia, Tasmania via London and New Guinea via Thursday Island                 | ...          | ...                       |

\* Superscribed correspondence only.  
 † Superscribed correspondence for places other than Philippine Islands and Sandakan.  
 ‡ Superscribed correspondence for places other than Honolulu.

## LOCAL AND REGULAR MAILS OUTWARDS.

| FOR                                                | ON WEEK-DAYS | ON SUNDAYS & HOLIDAYS |
|----------------------------------------------------|--------------|-----------------------|
| Tai O                                              | 8.30 A.M.    | —                     |
| Tai Po                                             | 10.00 A.M.   | 9.00 A.M.             |
| Cheung Chow                                        | 4.00 P.M.    | —                     |
| Shataukok, Shatin and Sheungshui                   | 2.00 P.M.    | —                     |
| Aburdon, Antau Ping Shau, Sai Kung, Santin, Szeley | 4.30 P.M.    | —                     |
| Canton, Wuchow and Samshui                         | 7.30 A.M.    | 6.00 P.M.             |
| Macao                                              | 7.15 A.M.    | 6.15 A.M.             |
| Kengoon                                            | 6.00 P.M.    | 6.00 P.M.             |
| Nantan and Sammel                                  | 6.00 P.M.    | 6.00 P.M.             |
| Shamshui                                           | 10.00 A.M.   | 9.00 A.M.             |

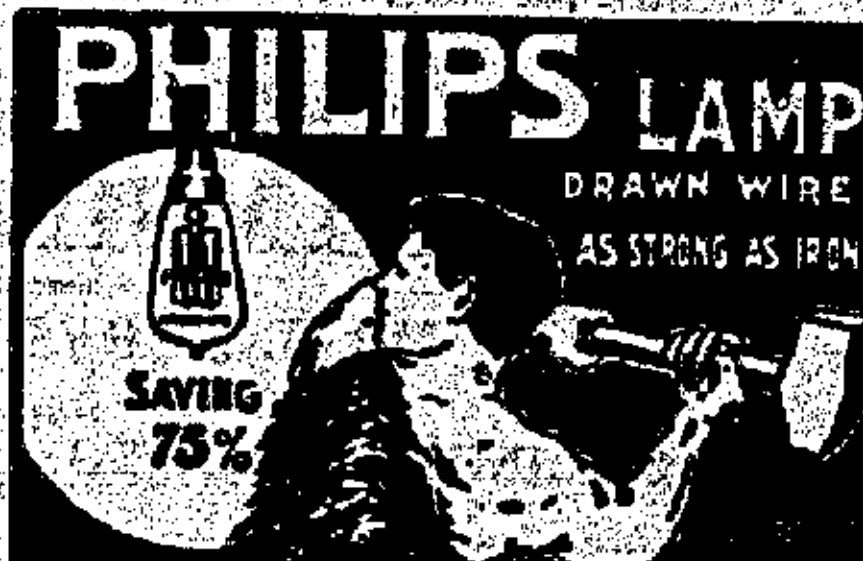
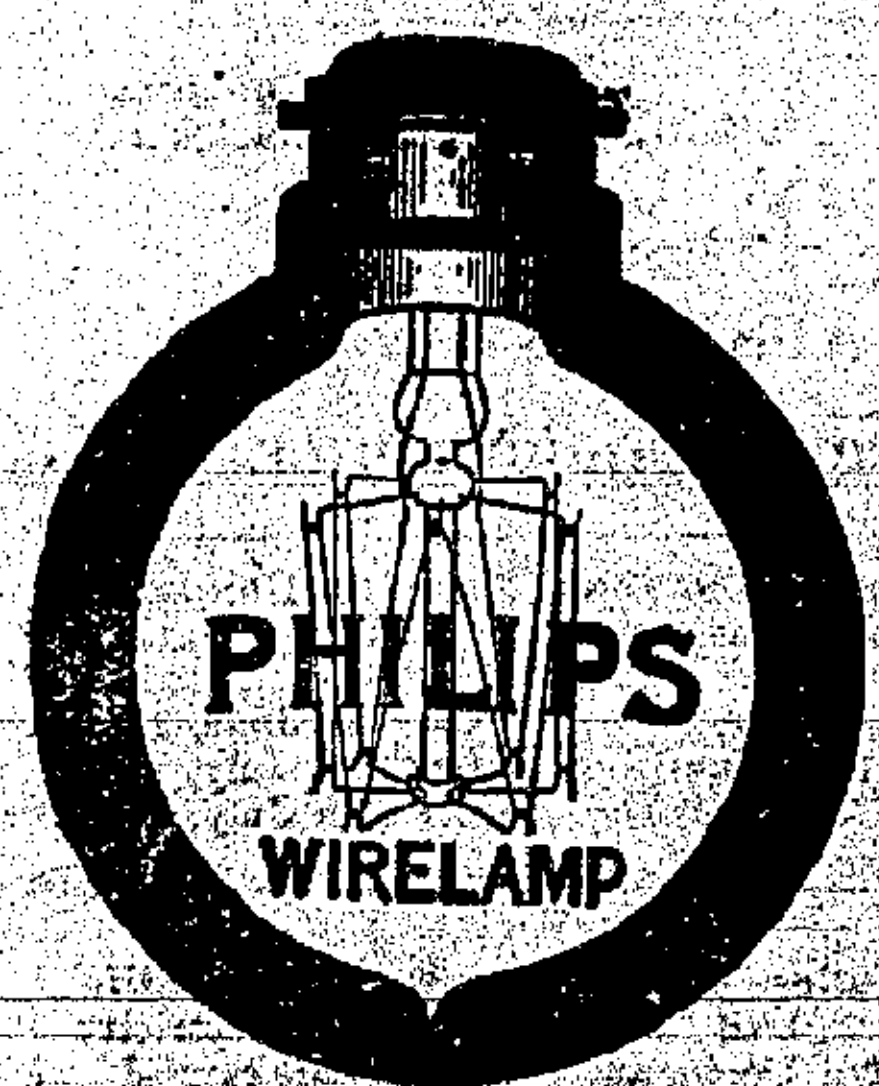
## From Sheungwan Western Branch P.O.

| FOR           | ON WEEK-DAYS | ON SUNDAYS & HOLIDAYS |
|---------------|--------------|-----------------------|
| Macao         | 7.30 A.M.    | 8.30 A.M.             |
| Canton        | 7.30 P.M.    | 9.30 P.M.             |
| Tai Ping Tung | 7.00 P.M.    | 7.00 A.M.             |
| Shok Ki       | 9.30 P.M.    | 9.30 P.M.             |
| Kongmoon      | 7.15 P.M.    | 8.15 P.M.             |
| Kumchuk       | 6.00 P.M.    | 6.00 P.M.             |
| Kaukong       | 6.00 P.M.    | 6.00 P.M.             |

Use of Mails closing before 3 A.M. Registration 11 P.M.  
 1.5 clock on the previous evening.

# JUST ARRIVED: 10,000 PHILIPS "PHIBUS" ELECTRIC LAMPS.

FROM 5 TO 200 CANDLE POWER, INCLUDING ORDINARY TYPE, PROJECTOR, AND HALF-WATT LAMPS.



STRONGEST  
LAMP  
MADE

NO ADVANCE ON OLD PRICES

WM. C. JACK & CO. LTD.  
14, DES VIGUEUX ROAD, HONGKONG.

## COMMERCIAL.

## CLOSING QUOTATIONS.

| ON LONDON:                           | May 31st |
|--------------------------------------|----------|
| Telegraphic Transfer                 | 2/11     |
| Bank Bills, on demand                | 2/11     |
| Bank Bills, at 30 days' sight        | 2/11     |
| Bank Bills, at 6 months' sight       | 2/11     |
| Credit, at 6 months' sight           | 2/11     |
| Documentary Bills at 6 months' sight | 2/11     |
| ON PARIS:                            |          |
| Bank Bills, on demand                | 250      |
| Credit, at 6 months' sight           | 250      |
| ON NEW YORK:                         |          |
| Bank Bills, on demand                | 5/3      |
| Credit, at 60 days' sight            | 5/3      |
| ON HONGKONG:                         |          |
| Telegraphic Transfer                 | 157 1/2  |
| Bank Bills, on demand                | 157 1/2  |
| ON SHANGHAI:                         |          |
| Telegraphic Transfer                 | 71 1/2   |
| Bank Bills, at sight                 | 71 1/2   |
| Private, 30 days' sight              | 71 1/2   |
| ON YOKOHAMA:                         |          |
| On Demand                            | 90 1/2   |
| ON MANILA:                           |          |
| On Demand                            | 90 1/2   |
| ON SINGAPORE:                        |          |
| On Demand                            | 90 1/2   |
| ON BATAVIA:                          |          |
| On Demand                            | 90 1/2   |
| ON HANKOW:                           |          |
| On Demand                            | 90 1/2   |
| ON SAIGON:                           |          |
| On Demand                            | 90 1/2   |
| ON BANGKOK:                          |          |
| On Demand                            | 90 1/2   |
| GOVERNMENT, Bank's Buying Rate       | 72 1/2   |
| GOLD LEAF, 100 fine, per tael        | 84.00    |
| FINE SILVER, per oz.                 | 72 1/2   |

## SUBSIDIARY COINS.

| Hongkong | cents piece | per cent. |
|----------|-------------|-----------|
| Hongkong | 10          | 1.50      |
| Hongkong | 20          | 1.50      |
| Hongkong | 10          | 1.50      |

## SHARE LIST—QUOTATIONS.

HONGKONG, 1st MAY, 1916.

| Stocks                                       | NO. OF SHARES | VALUE   | PAID UP | CLOSING QUOTA-TION  | RETURN ON BASIS OF LAST DIV'D. |
|----------------------------------------------|---------------|---------|---------|---------------------|--------------------------------|
| BANKS—                                       |               |         |         |                     |                                |
| Hongkong & Shanghai Banking Corporation      | 120,000       | \$126   | all     | \$745, buyers       | 6 p.c.                         |
| China Borneo Company, Limited                | 50,000        | \$12    | all     | \$1.00, sellers     | 6 p.c.                         |
| China Light and Power Company, Ltd.          | 30,000        | \$5     | all     | \$4.40, buyers      | 8 p.c.                         |
| China Provident Loan & Mortgage Co., Ltd.    | 50,000        | \$1     | all     | \$8.00, sellers     | 7 p.c.                         |
| COTTON MILLS—                                |               |         |         |                     |                                |
| Shai Cotton Manufacturing Co., Ltd.          | 40,000        | Ts. 50  | all     | Ts. 82, buyers      | 5 1/2 p.c.                     |
| Kung Yik Cotton S. & W. Co., Ltd.            | 100,000       | Ts. 1   | all     | Ts. 12              | 5 1/2 p.c.                     |
| International Cotton Manufacturing Co., Ltd. | 10,000        | Ts. 7   | all     | Ts. 70              | 5 1/2 p.c.                     |
| Leau Kung Mow Cotton S. & W. Co., Ltd.       | 8,000         | Ts. 100 | all     | Ts. 70              | 5 1/2 p.c.                     |
| Seychee Cotton S. & W. Co., Ltd.             | 90,000        | Ts. 50  | all     | Ts. 130             | 8 1/2 p.c.                     |
| Ewe Cotton Spinning & Weaving Co., Ltd.      | 20,000        | Ts. 50  | all     | Ts. 130             | 8 1/2 p.c.                     |
| Dairy Farm Company, Limited                  | 40,000        | \$74    | all     | \$84                | 4 1/2 p.c.                     |
| DOCKS AND WHARVES—                           |               |         |         |                     |                                |
| H. K. & Kwong Wharf & G. Co., Ltd.           | 60,000        | \$50    | all     | \$70, buyers        | 4 1/2 p.c.                     |
| H. K. & Whampoa Dock Co., Ltd.               | 50,000        | \$50    | all     | \$100, sellers      | 3 1/2 p.c.                     |
| SHAI DOCK AND ENGINEERING CO., LTD.          | 55,730        | Ts. 100 | all     | Ts. 75              | 5 1/2 p.c.                     |
| New Engineering & S. B. Works Ltd.           | 150,000       | Ts. 5   | all     | Ts. 80              | 5 1/2 p.c.                     |
| Shai and Hongkong Wharf Co., Ltd.            | 400,000       | \$10    | all     | \$9.10, buyers      | 5 1/2 p.c.                     |
| Green Island Cement Company, Limited         | 40,000        | \$10    | all     | \$10.10, buyers     | 4 1/2 p.c.                     |
| Hongkong Electric Company, Limited           | 60,000        | \$10    | all     | \$11.25, sellers    | 4 1/2 p.c.                     |
| Hongkong Hotel Company, Limited              | 50,000        | \$50    | all     | \$170               | 6 p.c.                         |
| Hongkong Ice Company, Limited                | 6,000         | \$25    | all     | \$170               | 4 1/2 p.c.                     |
| Hongkong Rope Manufacturing Co., Ltd.        | 60,000        | \$10    | all     | \$13.50, sellers    | 4 1/2 p.c.                     |
| Hongkong Tramway Company, Limited            | 335,000       | 5/-     | all     | \$6.30              | 5 1/2 p.c.                     |
| INSURANCE—                                   |               |         |         |                     |                                |
| Canton Insurance Office Co., Limited         | 10,000        | \$250   | \$50    | \$100               | 5 1/2 p.c.                     |
| China Fire Insurance Co., Limited            | 20,000        | \$30    | \$25    | \$150               | 5 1/2 p.c.                     |
| Hongkong Fire Insurance Co., Ltd.            | 8,000         | \$250   | \$50    | \$270               | 5 1/2 p.c.                     |
| North China Insurance Co., Limited           | 10,000        | \$10    | \$5     | Ts. 170             | 5 1/2 p.c.                     |
| Union Insurance Society, Limited             | 10,000        | \$10    | \$5     | \$100               | 5 1/2 p.c.                     |
| Yangtze Insurance Association, Ltd.          | 18,000        | \$100   | \$50    | \$230 @ Ex 72       | 5 1/2 p.c.                     |
| LANDS AND BUILDINGS—                         |               |         |         |                     |                                |
| H. K. Land Invest. Agency Co., Ltd.          | 50,000        | \$100   | all     | \$100, buyers       | 5 1/2 p.c.                     |
| Hongkong Central Estate, Limited             | 10,000        | \$100   | all     | \$100, sellers      | 5 1/2 p.c.                     |
| Hongkong Land Reclamation Co., Ltd.          | 25,000        | \$100   | \$75    | \$200               | 7 1/2 p.c.                     |
| Humphreys Estate and Finance Co., Ltd.       | 150,000       | \$10    | \$5     | \$7                 | 5 p.c.                         |
| Kowloon Land and Building Co., Ltd.          | 6,000         | \$10    | \$5     | \$38                | 5 p.c.                         |
| Shanghai Land Investment Co., Ltd.           | 78,000        | Ts. 500 | all     | Ts. 90              | 5 p.c.                         |
| West Point Building Co., Limited             | 18,500        | \$50    | all     | \$85, sellers       | 5 p.c.                         |
| Mentchappie & Co. (Mip.)—Boatmen             | 250,000       | Gds. 10 | all     | Ts. 20 1/2          | 5 p.c.                         |
| MINING—                                      |               |         |         |                     |                                |
| Ural Caspian Oil Corp., Limited              | 1,000,000     | \$1     | all     | \$5                 | 7 p.c.                         |
| Chinese Engineering and M. Co., Ltd.         | 1,000,000     | \$1     | all     | \$5, buyers         | 7 p.c.                         |
| Baoh Australian Gold Mining Co., Ltd.        | 800,000       | \$1     | all     | \$2.00, sellers     | 7 p.c.                         |
| Trench Mines, Limited                        | 160,000       | \$1     | all     | \$2.00              | 7 p.c.                         |
| Peak Tramways Company, Limited               | 25,000        | \$1     | all     | \$1.00, buyers      | 7 p.c.                         |
| REFINING—                                    |               |         |         |                     |                                |
| China Sugar Refining Co., Limited            | 20,000        | \$100   | all     | \$107 1/2           | 8 p.c.                         |
| Luzon Sugar Refining Co., Limited            | 7,000         | \$100   | all     | \$81                | 4 1/2 p.c.                     |
| STEAMSHIP COMPANIES—                         |               |         |         |                     |                                |
| Douglas Steamship Company, Limited           | 20,000        | \$50    | all     | \$125, sellers      | 4 1/2 p.c.                     |
| H. K. & Canton & Macao S. B. Co., Ltd.       | 20,000        | \$15    | all     | \$12                | 4 1/2 p.c.                     |
| Indo-China Steam Navigation Co., Ltd.        | 50,000        | \$1     | all     | \$1.00, buyers      | 7 1/2 p.c.                     |
| Shell Transport and Trading Co., Ltd.        | 4,047,810     | \$1     | all     | \$1.17 1/2, sellers | 4 1/2 p.c.                     |
| Star Ferry Company, Limited                  | 40,000        | \$10    | all     | \$8                 | 7 1/2 p.c.                     |
| South China Morning Post, Limited            | 6,000         | \$25    | all     | \$70                | 7 1/2 p.c.                     |
| Steam Laundry Company, Limited               | 20,000        | \$5     | all     | \$3                 | 7 p.c.                         |
| GROCES AND DISPENSARIES—                     |               |         |         |                     |                                |
| Cowell, W. & Co., Limited                    | 21,000        | \$7     | all     | \$6, buyers         | 9 p.c.                         |
| Watson & Co., A. S., Limited                 | 90,000        | \$10    | all     | \$7.60              | 6 p.c.                         |
| Union Waterboat Company, Limited             | 50,000        | \$1     | all     | \$14, buyers        | 6 p.c.                         |

| Loans                 | Amount      | Value   | Interest    | Quotations                     |
|-----------------------|-------------|---------|-------------|--------------------------------|
| Chinese Imperial 1896 | Ts. 767,300 | Ts. 250 | 7% p. annum | Per.                           |
|                       |             |         |             | VERNON & SMYTH, Share Brokers. |

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 31st.

|                | Previous Day at 5 p.m. | On Date at 5 a.m. | On Date at 2 p.m. |
|----------------|------------------------|-------------------|-------------------|
| Barometer      | 29.79                  | 29.80             | 29.82             |
| Temperature    | 77                     | 77                | 76                |
| Humidity       | 67                     | 89                | 98                |
| Wind Direction | East                   | NE                | —                 |
| Force          | 1                      | 0                 | 0                 |
| Weather        | —                      | —                 | —                 |
| Rain           | —                      | 2.27              | —                 |

Highest open-air Temperature on 30th: 85  
 Lowest open-air Temperature on 30th: 79

# JUST ARRIVED. — THREE CASTLES MAGNUMS CIGARETTES.

Again Obtainable Everywhere  
 AT USUAL PRICE.



5th CONNOISSEUR says:

They are "Superlatively Excellent,"  
 FRAGRANT. FASCINATING. REFRESHING.

FRAGRANT.

FASCINATING.

REFRESHING.

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